

Alternatives to the Governor's plan...

Governor Corzine has two objectives with the toll-road element of his financial restructuring plan:

- 1) Cut the State's bonded debt in half.
 - This means eliminating \$16 billion in debt and reducing annual debt service payments by about \$1 billion.
 - The debt service savings would also eliminate one-third of the structural deficit.

- 2) Fund statewide transportation improvements for the next 75 years. (The Transportation Trust Fund runs out of money in three years.)
 - Preserve \$2 billion a year in federal transportation dollars.
 - Repair 700 deficient bridges.
 - Fund the ARC tunnel across the Hudson River.
 - Expand mass transit.
 - Resurface 10,000 miles of highway.

To achieve these objectives without the new toll schedule would require....

A **20% across the board** increase in the State income tax across for every New Jersey taxpayer. *OR*

A **30% increase** in the sales tax from 7% to 9% *OR*

An increase in the gas tax of about **45 to 50 cents per gallon** *OR*

Cutting an additional \$2.5 billion from the State budget on top of the \$2 billion-\$2.5 billion needed to freeze overall spending in the upcoming budget.

All of these options have severe consequences for our economy, would drive our tax burden drastically higher or impossibly impair the ability of the government to fund schools, provide property tax relief, or ensure public safety.

It isn't a matter of wanting to do toll increases. Toll increases are the best alternative to put our fiscal house in order and fund transportation improvements.

Any other alternative must be real and meet the objectives of this plan. The time for empty rhetoric and false promises is long over.